

Governance Strawmen

Transit Planning Board

July 24, 2008

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Overview

- Principles
- Strawman #1
- Strawman #2
- Challenges with Principals
- Next Steps

Objective / Purpose of New Governance Structure

- Leverage Additional Funding (Federal, State, Local, Private)
- Implement Large Scale Investment Decisions
- Establish Framework for resolving issues:
 - Service Coordination
 - Fares
 - Paratransit
 - Data needs for decision making

Principles

- Pay-to-Play
- Flexibility
 - Funding
 - Organizational
- Accountability
- Decisions Made at Lowest Appropriate Level
- Customer Focused
- Preserve / Maintain Investments

Regional Transit System – Decision Making Framework

Service
Coordination

Performance
Measurement /
Monitoring

Fare Coordination

Implementation /
Long Range
Planning

Customer
Information

Regional Funding
Allocation

Human Services
Transportation

Short/Medium Distance Transit Operations

HRT

LRT /
Streetcar

Arterial
Express Bus

Local Bus

Long Distance Transit Operations

Commuter Rail

Intercounty Bus

Express Bus

Regional Transit System – Current State

Service Coordination – Limited -
TPB

Performance Measurement /
Monitoring – ARC, GRTA,
MARTA, TPB

Fare Coordination –MARTA
Recip Agreements

Implementation / Long Range
Planning – ARC, GRTA, ??

Customer Information – GDOT
(511), MARTA, GRTA, CCT,
GCT

Regional Funding Allocation –
ARC, ??

Human Services Transportation
– ARC, MARTA, DCH, DHR,
CCT, GCT 5311

Short/Medium Distance Transit Operations

MARTA

CCT Local Bus

GCT Local Bus

C-TRAN

CATS

The Cliff (Emory)

Tech Trolley

Panther Express

the Buc

AUC / Woodruff

Free Ride

Long Distance Transit Operations

GRTA
(Xpress)

CCT
Express

Gwinnett
Express

MARTA

Vanpools

Douglas
County
RS

Principle	Tools	Challenges
Pay-to-Play	1. Voting weighted by Funding contributed	1. Department of Revenue tracking for sales tax receipts
Funding Flexibility	1. Holding Companies 2. Contracting	1. Can holding companies be created by public authorities under GA law? 2. MARTA rail contracting limitations
Organizational Flexibility	1. Weighted Voting 2. Unspecified Geographic reach 3. Process for new members	1. MARTA Act specifically limits to 5 counties 2. GRTA Act to AQ Conformity 3. ARC board to 10 counties 4. Department of Revenue tracking for sales tax receipts
Accountability	1. Elected officials 2. Performance Reporting 3. Performance Measurement/ Monitoring	1. Lack of centralized, convenient performance reporting for transit in Atlanta 2. Other demands on elected officials time
Appropriate Decision Level		1. Responsibility for and decision making process for regional projects not working
Customer Focused	1. Rider Board Representation 2. Rider Advisory Committee 3. Require ride system	
Preserve / Maintain Investment	1. Performance Measurement/ Monitoring 2. Specified % of funding for re-investment	1. Lack of centralized, convenient performance reporting for transit in Atlanta

Additional Items

- Strawmen were set up as providing provisions for opting in
- These are just examples of what could work – not recommendations

Regional Transit System – Strawman #1

Using Existing Acts (MARTA for new funding) – Potential by 2013

Service Coordination – Standing GRTA Committee

Performance Measurement / Monitoring – MARTA / GRTA Joint Effort – MARTA Collects through R&A Group, GRTA Analyzes, Publishes , and Disseminates – Joint Target Setting through ARC Process (TAQC)

Fare Coordination – Alt 1. Breeze Regional Coordination Meeting Formally and Permanently House at MARTA. Alt. 2. Breeze Joint-Venture company

Implementation / Long Range Planning – MARTA Constructs within 5 county, GDOT / MARTA outside . ARC/GDOT/GRTA MOU Process for Long Range Planning

Customer Information – GDOT (511) / MARTA Joint Venture

Regional Funding Allocation – New Taxes as determined by Legislature, PPI use wholly owned subsidiaries, SIB, TIFIA, etc by project sponsor (i.e. MMPT SIB from MARTA if MARTA Constructs)

HST – Regional Paratransit Operator and HST Service Coordination Council

Short/ Medium Distance Transit Operations

MARTA
(5 counties)

Univ. Shuttles

CATS

Long Distance Transit Operations

**GRPA –
Funds from
CSX Lease**

**MARTA
(Xpress
Contractor /
DO)**

**Vanpools
(Includes
Douglas RS)**

**GDOT
Intercounty
Bus (MARTA
Contract)**

Challenges of Strawman #1

Principle	Challenge	Potential Options
Pay-to-Play	ARC, GRTA, GDOT, MARTA Board current compositions	Weighted Voting by funding Proportional Voting
Funding Flexibility	Question: Can existing organizations create wholly owned or jointly owned subsidiaries?	
Organizational Flexibility	Fixed nature of GRTA, ARC, and MARTA boards	?? – Legislative change to unspecify membership
Accountability	GRTA Board Composition Counties outside of planning areas	Specify local elected representation on Boards Citizen's Oversight Committee Eliminate specific geographic constraints
Appropriate Decision Level		
Customer Focused	Customers (riders) have no direct voice	Specify one or more Board members be riders Citizen's Oversight Committee
Preserve / Maintain Investment	Not explicitly acknowledged – Performance is tracked	Call out investment and need in performance measuring area

Regional Transit System – Strawman #2

RTIA Transit Services Board – Transforming GRTA

Service Coordination – Standing GRTA Committee / Membership for all members receiving reg/fed funds

Performance Measurement / Monitoring – GRTA Collects, Analyzes, Publishes , and Disseminates – Joint Target Setting through ARC Process

Fare Coordination – Alt 1. Breeze Regional Coordination Meeting Formally and Permanently House at GRTA. Alt. 2. Breeze Joint-Venture company

Implementation / Long Range Planning – MARTA Constructs within service area, GDOT / MARTA outside . ARC/GDOT/GRTA MOU Process for Long Range Planning

Customer Information – GDOT (511) / GRTA Joint Venture

Regional Funding Allocation – New Taxes to GRTA, PPI use wholly owned subsidiaries, SIB, TIFIA, etc by project sponsor (i.e. MMPT SIB from MARTA if MARTA Constructs)

HST – Regional Joint Venture (MARTA Paratransit recommendation)

Short/ Medium Distance Transit Operations

**MARTA (2-5
counties)**

Univ. Shuttles

**Other Sub.
Operators
(CATS, CCT,
etc)**

Long Distance Transit Operations

**Regional Bus
Operation
(Subsid and
MARTA)**

**Vanpools
(Includes
Douglas RS)**

**GRPA (Commuter
Rail)**

Challenges of Strawman # 2

Principle	Challenge	Potential Options
Pay-to-Play	GRTA Board – State has contributed > 1% of funding for over 10 years	Weighted Voting by funding Proportional Voting with local representation
Funding Flexibility	Question: Can existing organizations create wholly owned or jointly owned subsidiaries?	
Organizational Flexibility	Fixed nature of GRTA	Legislative change to unspecify membership and allow outside counties to join in
Accountability	GRTA Board Composition	Specify local representation on GRTA Board Citizen's Oversight Committee
Appropriate Decision Level		
Customer Focused	No explicit calling out	Specify one or more GRTA Board members be riders Citizen's Oversight Committee
Preserve / Maintain Investment	Not explicitly acknowledged – Performance is tracked	Call out investment and need in performance measuring area

Next Steps

- Talk about what options warrant further examination and what does not
- Need individual and small group input throughout rest of June

Piedmont Transit System – 2040 Composition?

Service Coordination

Performance Measurement / Monitoring

Fare Coordination

Implementation / Long Range Planning

Customer Information

Regional Funding Allocation

Short/Medium Distance Transit Operators

MARTA (5-Counties)

MTA (Macon)

Rabbit (Gainesville)

CATS

Univ. Shuttles

ATS (Athens)

Other Municipal Shuttles

Long Distance Transit Operators

NE Georgia
Commuter
Division

Vanpools

Southeastern
Intercity Rail
Services

Georgia Inter-
County Bus

Regional Transit System – Strawman #2

RTIA Transit Services Board – Incorporating at ARC

Service Coordination – Standing ARC Committee separate from TOS - Membership for all members receiving reg/fed funds - operators

Performance Measurement / Monitoring – MARTA Collects, ARC Analyzes, Publishes , and Disseminates – Joint Target Setting through TAQC

Fare Coordination – Alt 1. Breeze Regional Coordination Meeting Formally and Permanently House at ARC Alt. 2. Breeze Joint-Venture company

Implementation / Long Range Planning – MARTA Constructs within service area, GDOT / MARTA outside . ARC/GDOT/GRTA MOU Process for Long Range Planning

Customer Information – GDOT (511) / MARTA Joint Venture

Regional Funding Allocation – New Taxes to ARC, PPI use wholly owned subsidiaries, SIB, TIFIA, etc by project sponsor (i.e. MMPT SIB from MARTA if MARTA Constructs)

HST – Regional Joint Venture / HST Coordination Council or Committee at ARC – Regional Paratransit Subsid at ARC

Short/ Medium Distance Transit Operations

**MARTA (2-5
counties)**

Univ. Shuttles

**Other Sub.
Operators
(CATS, CCT,
etc)**

Long Distance Transit Operations

**Regional Bus
Operation
(Subsid and
MARTA)**

**Vanpools
(Includes
Douglas RS)**

**GRPA (Commuter
Rail)**